

PENNSYLVANIA TURNPIKE, EVERETT HEADQUARTERS  
N side of SR 1004  
near intersection with TR 503  
Everett  
Bedford County  
Pennsylvania

HAER No. PA-355

HAER  
PA  
5-EVER,  
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

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HISTORIC AMERICAN ENGINEERING RECORD

PENNSYLVANIA TURNPIKE, EVERETT HEADQUARTERS

HAER No. PA-355

Location: S side of Pa. Turnpike, N side of SR  
1004 near intersection with TR 503  
Everett  
Bedford County  
Pennsylvania

Date of Construction: 1949

Present Owner: Pennsylvania Turnpike

Present Use: Highway Interchange, Tollbooths,  
Adminstrative Offices

Significance: Everett was selected as a headquarters  
for maintenance, engineering, and fare  
collection for the Pennsylvania Turnpike  
because of its central location on the  
original turnpike between Irwin and  
Carlisle. It was the only building on  
the turnpike built to Pennsylvania  
Department of Highways plans rather than  
to standards drawn up by the new  
turnpike design team.

Historian: Kim E. Wallace, 1994

Project Information: The results of the study of Bedford  
County were published in 1994: Kim E.  
Wallace (ed), Bedford County and Fulton  
County, Pennsylvania: An Inventory of  
Historic Engineering and Industrial  
Sites (Washington, D.C.: National Park  
Service). The contents of the  
publication were transmitted to the  
Library of Congress as individual  
reports. Research notes, field photos  
and copies of historic photos collected  
during the project were transmitted to  
the AIHP Collection, Special  
Collections, Stapleton Library, Indiana  
University of Pennsylvania, Indiana, PA  
15705.

PENNSYLVANIA TURNPIKE,  
EVERETT HEADQUARTERS  
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The Pennsylvania Turnpike maintenance headquarters was built on the site of the Earlston Iron Furnace (also called the Everett Iron Furnace). Concrete piers from the furnace still stand in the parking lot, and the two-story James Thropp Company office building is used for storage. When it was completed, the main headquarters building measured 200' x 117' and had two 52' x 55' wings. The building cost \$250,000 and was constructed of reinforced concrete, steel, and concrete blocks with red brick facing. The main block contained offices and conference rooms as well as a 62' x 100' garage section. One wing housed storage rooms and the carpenter and paint shops. The second wing housed the blacksmith shop, repair shop and chief mechanic's headquarters.

Everett was selected as a headquarters for maintenance, engineering, and fare collection for the Pennsylvania Turnpike because of its central location on the original turnpike between Irwin and Carlisle. It was the only building on the turnpike built to Pennsylvania Department of Highways plans rather than to standards drawn up by the new turnpike design team. After World War II, engineering, administrative, and fare collection functions were moved to turnpike offices on North Fourth Street in Harrisburg. Maintenance continued to be supervised from Everett even after the eastern and western extensions of the turnpike were completed in the early 1950s. A second office building, probably built in the 1960s, now houses offices for the turnpike's District 2 extending from Somerset to Blue Mountain.

Sources:

- Cupper, Dan. The Pennsylvania Turnpike: A History. Lebanon, Pa.: Applied Arts Publishers, 1990.
- This is Everett, Pennsylvania. Everett, Pa.: First National Bank of Everett. 1950.
- Pennsylvania Turnpike Commission. The Pennsylvania Turnpike. Brochure, "courtesy of Standard Oil Company of Pennsylvania," printed August 1940.
- Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, Pa.: American Canal and Transportation Center, 1973.
- Wood, Neil. Pennsylvania Turnpike engineer, retired. Telephone interview. July 14, 1994.